

5.0 Main Street Traffic Operations Element

Traffic operations at the signalized intersections along Main Street were evaluated for potential optimization using modified signal timing and phasing. The analysis showed that the existing intersection signal phasing and timing patterns are quite adequate, and do the best job possible of moving traffic along Main Street. The primary traffic problems on Main Street are created by friction from turning traffic into and out of the signalized and unsignalized intersections and commercial driveways along both sides of Main Street. Based on this, the following goals and recommendations are presented with a focus on Main Street traffic operations as a key element of the Ramona Road Master Plan.

Goals

- 1) Provide additional capacity to the side streets at signalized intersections along Main Street.
- 2) Provide access to new developments from side streets, as opposed to exclusively from Main Street.
- 3) Support further study of alternative intersection designs along SR-67 and Main Street, especially at the Dye Road/Highland Valley Road /SR-67 intersection and the Archie Moore Road / SR-67 intersection, including grade separation and roundabouts.

Policies/Programs

- 1) *Improve intersection geometrics along Main Street.*

Reduced delays and improved operations could be attained at a number of key intersections by

providing additional travel lanes at the following side street approaches to Main Street intersections:

- An exclusive right-turn lane along the westbound Ramona Street approach.
- An exclusive right-turn lane along the eastbound Montecito Road approach .
- An exclusive right-turn lane along the eastbound 14th Street approach.

Delays at the Dye Road/Highland Valley Road/SR-67 intersection would be substantially reduced with the addition of a through-lane along the northbound Main Street approach.

Figure 5-1 displays the existing lane geometry at the key signalized intersections along Main Street, as well as the proposed improvements.

The intersection analysis showed that traffic operations would be improved at three of the Main Street intersections – Main Street / 14th Street, Main Street / 10th Street, and Main Street / 7th Street – by striping for a right-turn lane along the northbound and southbound Main Street approaches to these intersections. These improvements could be implemented without acquiring additional right-of-way because of the wide outside lanes along the Main Street approaches to these intersections. The improvements would be implemented in conjunction with parking restrictions near the intersections along Main Street.



- 2) *Ensure that the site design process considers access from side streets as well as from Main Street.*

The Policies/Programs related to land development review and urban design (Policies/Programs #2 and #3), as recommended in Chapter 4.0 Local Circulation and Accessibility Element would also support improvement of Main Street traffic operations and should be pursued as part of the improvement program for Main Street. ❖



